



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Something needs to be done to control access to private properties via driveways (i.e., "No Parking" signs)

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- Amenities should only be located at each end of the trail, not at points in between
- Drinking water should be provided
- Hitching posts and mounting blocks for equestrians should be provided at major access points (i.e., Marymoor and Waterfront parks along Lake Sammamish)

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Parking east of Lake Sammamish Parkway is good—it wouldn't impact aesthetics of trail
- Keep parking at both ends of trail only—for practical and aesthetic reasons
- Trail users shouldn't be allowed to park on side of road because it creates unsafe driveway entry and exiting (i.e., poor sight lines due to parked cars on shoulder)
- If parking is located on east side of Lake Sammamish Parkway, how will people cross the Parkway safely? (It's dangerous)

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Speed limits are needed on trail for bicyclists—fast cycling is not appropriate on this trail
- Devices to control and reduce cyclist speed should be implemented
- Structures are needed to slow cyclists (i.e., bars, bumps, bollards, mazes)
- Liability of property owners at crossings and illegal use of private property (i.e. trespassers) is a big concern

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Some trails require that trail users stop for cars—that should be the case all along this trail
- The right-of-way should go to cars driving to and from homes
- A study needs to be done to help understand crossing and right-of-way issues



The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Pet waste cans and disposal bags should be provided along the trail
- How will county enforce/maintain pet waste disposal? Who will pay for it?

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Campbell Mill Site
- Weber Point
- Quacken Bush/Magnusson
- Skid Road (next to 187th)
- Logs to cattle
- Robbs farm (Raab)

What special considerations should be given to locating amenities along this section of the trail?

- There is no room for additional restrooms—trail users can use existing facilities at Lake Sammamish State or Marymoor Parks

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Not enough room for equestrians

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- No chain link or barbed wire
- Concrete fencing (new technology)
- Edge treatment should be solid, wood fencing 8-12' high
- Fencing is needed to protect trail from steep grades and drainage system on east side of trail
- Provide earthen berms for separation and protection
- Provide well designed visual screens and landscaping
- Appropriate signage needs to be provided to delineate ownership for liability purposes
- Liability issues include trail, right-of-way, and private property—trail users must know difference between trail and right-of-way

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail should be routed off the rail bed when width is insufficient - width of trail is 25' which doesn't seem sufficient
- Move trail alignment to road if it runs between private home and/or garage and lake
- Need room for car between trail and home
- Move trail to east whenever possible
- Near 196th (to Weber Point Road) move trail to Parkway
- East Lake Sammamish Parkway has 60' of right-of-way and only 30' is currently being used—move trail up there

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- If trail is on Parkway and includes a Greenbelt for separation, safety would be increased for pedestrians (especially children getting on/off buses)
- Provide only minimum setbacks (see Parkway study)

General Comments

- City needs to provide better schedule for meetings—including a list of attendees—so people can plan ahead
- Narrow shoulders and access points increase liability
- Storm drainage and safety issues are resident concerns
- Views are better on East Lake Sammamish Parkway